Cancellation
Date: 03/30/07

SUBJ: AIRSPACE FLOW PROGRAM (AFP) PROCEDURES

1. **PURPOSE.** This Notice will establish procedures for implementing, monitoring, and canceling AFPs.

2. **DISTRIBUTION.** This Notice is distributed to all operational Air Traffic Control System Command Center (ATCSCC) traffic management personnel.

3. **EFFECTIVE DATE.** This Notice is effective 04/01/06.

4. **BACKGROUND.** An AFP is a Traffic Management (TM) process where aircraft are held on the ground in order to manage capacity and demand for a specific area of the National Airspace System (NAS) by assigning arrival slots. The purpose of the program is to support the TM mission and mitigate the effects of en route constraints. AFPs provide for equitable assignment of delays to all system customers.

5. **POLICY.** AFPs may be applied to all aircraft departing airports in the contiguous U.S. and from select Canadian airports. Aircraft that have been assigned an Expect Departure Clearance Time (EDCT) in an AFP should not be subject to additional delay. Exceptions to this policy are miles-in-trail and departure/en route spacing initiatives that have been approved by the ATCSCC. AFP procedures do not apply to facilities in Alaska.

6. **RESPONSIBILITIES.** The National En Route Spacing Position (NESP) must determine when implementation of an AFP is appropriate and the flow rate to be used. Consideration will be given to the impact on air traffic control facilities and customer groups.

7. **PROCEDURES.** Upon receipt of information that traffic flows have been, or are expected to be impacted, the NESP must:

    a. Identify the constraint and potential AFP.

    b. Issue a public Flow Constrained Area (FCA) and tag as Flight Schedule Monitor (FSM) eligible.

    c. For the potential AFP, model program rates, scope, duration, and, time permitting, transmit a proposed advisory.

    d. Conference affected facilities and customers to review system demand, other known or anticipated factors, program rates, scope, and duration.

    e. If it is determined that an AFP is the most appropriate Traffic Management Initiative (TMI):

        1. Send an AFP using the FSM and transmit an advisory.

2. Document the reasons for implementing the AFP in the National Traffic Management Log (NTML). As a minimum, include the following:

(a) Demand for the affected NAS element, based on a flight count report.

(b) Average delay, maximum delay, and number of aircraft affected.

3. Coordinate with affected facilities to ensure the AFP is adequately managing demand.

4. Utilize the Traffic Situation Display (TSD) and FSM to monitor traffic flow patterns.

5. Manage AFPs with revisions, extensions, and compressions, as appropriate, and transmit advisories as necessary.

6. Provide EDCT information when requested. When EDCT changes are approved, make an adjustment in ETMS or FSM to reflect the change.

7. List a summary of events and all coordination in the NTML. Include the rationale for decisions made.
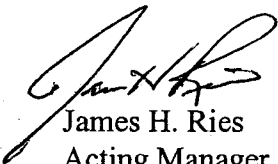
f. When ending an AFP:

1. Conference all affected facilities and system customers, as appropriate, to develop a plan for the release of ground delayed traffic into the system.

2. Cancel the AFP using the FSM or Enhanced Traffic Management System (ETMS) and transmit an advisory. When an AFP is allowed to run to completion without being cancelled, the AFP must still be purged.

NOTE-

An EDCT of 0900 for a flight indicates that the EDCT does not apply. The AFP has either been cancelled or the flight has been routed out of the AFP.

3. Print the cover sheet and the program digest at the conclusion of each AFP.

James H. Ries
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